

COUNTRY USSR(Bryansk Oblast)

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25X1C SUBJECT Krasny Profintern Locomotive and Railroad
Car Factory at Bezhitsa

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1. The Krasny Profintern Locomotive and Railroad Car Factory in Bezhitsa (53°19'N/34°19'E) was on the southeastern outskirts of Bezhitsa, Bryansk Oblast, in the triangle formed by the junction of the Desna and Volva Rivers. In the north it was bordered by the Smolensk (54°45'N/32°03'E) - Bezhitsa-Bryansk (53°15'N/34°20'E) railroad line. About 1 km from the locomotive and railroad car factory on the northwestern border of Bezhitsa, was a steel mill which was affiliated with the locomotive plant. *
2. The plant was repeatedly damaged during the war. Some installations were evacuated. The plant was reconstructed between 1945 and 1947 and in 1947 the plant had almost reached its prewar status. Since 1947, expansion and new construction work has been continued, chiefly by the use of German PWs. **
3. Until 1948, the plant produced only locomotives and tenders and repaired freight cars. The assembly of cars used in coke-quenching, railroad cars for coal, coke and ore shipments and of various special railroad cars for heavy ore shipments, including railroad cars for load mines, started in the western annex of the crane construction workshop in mid-1948. In the summer of 1949, the production allegedly was approximately 40 to 50 cars monthly. A workshop, dismantled in the German Dorsig plants in Silesia was reconstructed for railroad car production by the summer of 1949, but had not been equipped as of that date. After its completion the production of boxcars and flatcars will allegedly be started and expanded.
4. In December 1948, after the locomotive construction department had been transferred to the new locomotive assembly shop, the construction of refrigerator cars was started in the former locomotive assembling shop. The production quota was 18 to 20 refrigerator cars monthly in the summer of 1949. It was to be increased to 50 units monthly in 1950. Except for a few details, the refrigerator car was allegedly a copy of a type produced by the Dessau Railroad Car Plant in Germany. It is a 50 to 60-ton four-axle car and is about 3 meters long. The car body is made of wood with a galvanized sheet metal lining.

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25X1A

5. Early in 1949, the production of tenders was transferred to the southern section of the old assembling shop, which later became known as the tender construction department. Coal tenders with automatic screw conveyors (Transportschnecke) and combined coal-oil tenders were produced. In mid-1949, 12 to 15 tenders were allegedly built monthly. A workshop dismantled in Germany and especially equipped for the production of tenders was still being reconstructed in the summer of 1949. After its completion it will house the tender construction department. Production will then allegedly reach at least one tender daily.
6. The component parts for railroad car and locomotive construction were manufactured in the various workshops and departments of the plant. Additional supplies of component parts for locomotive and railroad car construction came from a steel mill located northwest of the town. This steel mill was allegedly equipped with five open-hearth furnaces, of which two were in operation in mid-1949, a large foundry, a hardening shop and several workshops. The wheels for locomotives, railroad cars and tenders, as well as the locomotive cylinders and other component parts, were cast in the steel foundry of the locomotive and railroad car factory and were processed in the lathe shop of the old assembling shop and later in the new locomotive assembling shop. The steel tires were supplied from the outside and were mounted in the plant. Steel beams for ceilings for new plant buildings were produced in the eastern section of the crane construction workshop. The monthly production of this section also included 3 to 4 traveling cranes with a carrying capacity ranging from 40 to 120 tons. Some of these cranes were used in the plant and others were shipped out. In a southern annex of the old assembly shop, 400 to 500 iron bedsteads for the Red Army were produced monthly.

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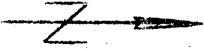
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- * Comment. For location sketch of the locomotive and railroad car plant, see Annex 1, based on an aerial photograph and information from sources.
- ** Comment. For layout sketch of the plant, see Annex 2, based on an aerial photograph and on information supplied by two PW's, one an architect and the other a surveyor.

2 Annexes: Sketches.

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LOCATION OF THE KRASNI-PROFINTERM
LOCOMOTIVE AND RAILROAD
CAR PLANT IN BEZHITJA

SCALE: 1 : 25 000

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Annex 1

Legend:

1. Krasny Profintern Locomotive and Railroad Car Plant.
2. Dolva River.
3. Desna River.
4. Direction to Bryansk.
5. Bezhitsa town area.
6. Bezhitsa railroad station.
7. Lenin Square.
8. Park.
9. Steelworks, affiliated with the Locomotive and Railroad Car Plant.
10. Direction to Smolensk.

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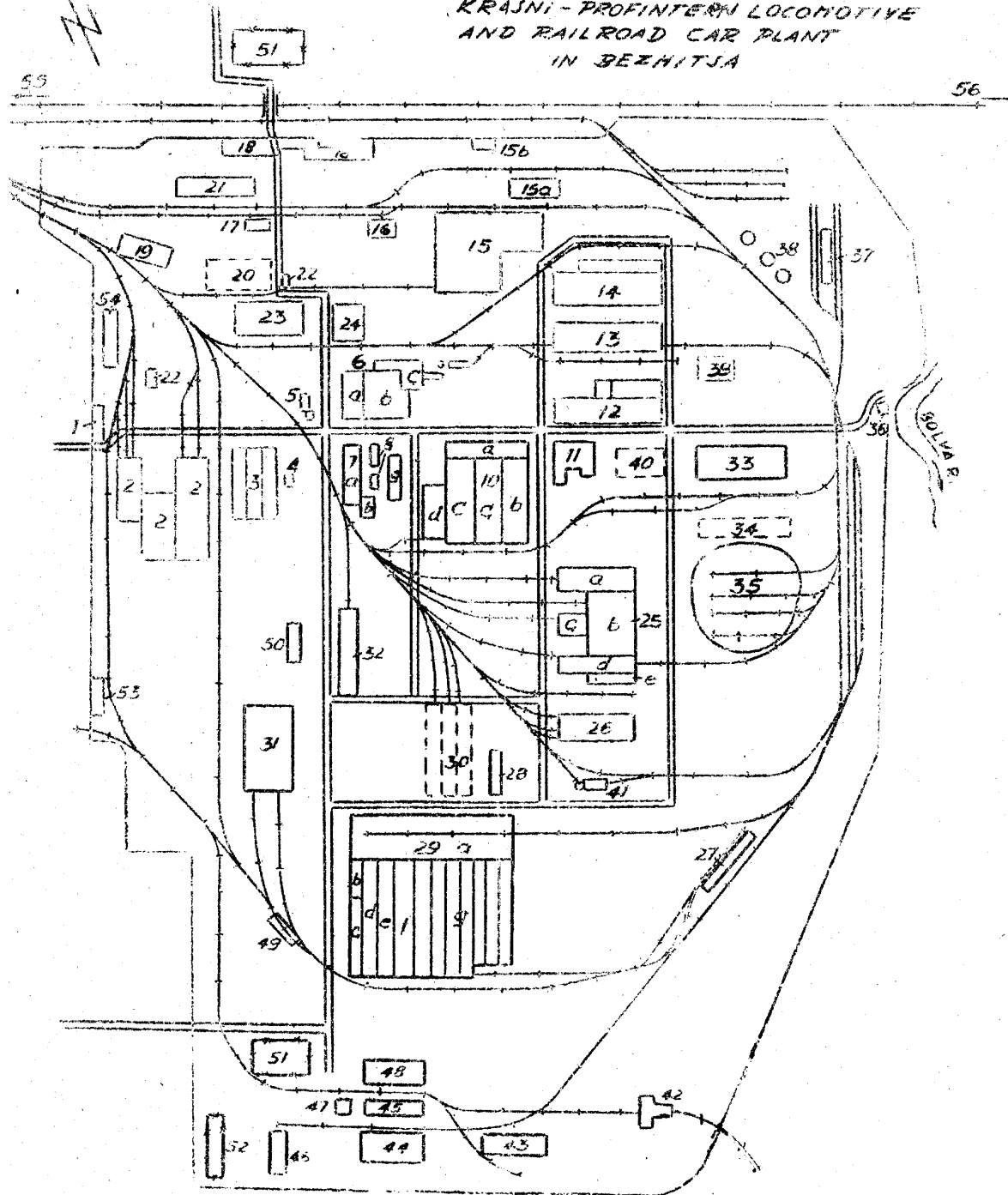
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Annex 2

LAYOUT SKETCH OF THE
KRAJNI-PROFINTER LOCOMOTIVE
AND RAILROAD CAR PLANT
IN BEZHITSA



scale about 1 : 1000

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Legend:

Annex 2/2

1. Administration building and plant entrance. Two-story stone building about 20 x 60 meters.
2. Department for crane construction and the assembly of railroad cars for coal, coke and ore shipments. Three workshops, which were steel and brick structures. Their equipment consisted of cranes, machine tools, punches and presses, and electric welding equipment.
3. Workshop for railroad car construction. The installation was dismantled from the Bersig Plant in Silesia, Germany. It consisted of three stone buildings with steel frames, each 20 meters wide and 120 meters long. The equipment had not been installed by mid-1949.
4. Compressor installation, stone building about 20 x 30 meters. Equipped with a 300-hp electric motor. The capacity of the installation was 1 kg (sic) per 10 square mm.
5. New compressor installation, stone building about 20 x 50 meters. The installation consisted of two electric motors of 700 hp each and two compressors with a capacity of up to 12 kg per 10 square mm. The air chamber had a capacity of 1,000 liters.
6. Power plant.
 - a. Boileroom for steam turbines. Stone building about 40 x 80 meters. It was allegedly equipped with 12 boilers.
 - b. Stone building, about 60 meters square, containing 6 steam turbines and 6 generators. Its total capacity allegedly was from 8,000 to 10,000 kw.
 - c. Coal dressing and conveying installation, with inclined conveyor for coal dust.
7.
 - a. Department for repairs for electrical equipment (engines, generators, transformers etc.) for plant requirements. It was equipped with 2 cranes, 3 electric annealing furnaces, 1 armature winding machine, 1 draw bench (ziehbank) for copper strips, and various machine tools.
 - b. Old forge, equipped with several oil-fired annealing furnaces, 6 pneumatic hammers, and 2 friction driven screw presses.
8. Water pump installation, equipped with 4 centrifugal pumps, each with a 120-hp motor.
9. Building with workshops and technical designing offices. A fitting shop, a plumbing shop and machine and electric workshops were on the ground floor. The technical designing offices, cashiers office, propaganda department, etc. were on the upper floor.
10. Tool department (Instrumentalynaya). Stone building with steel frame, about 100 x 150 meters. The department was used for plant requirements.
 - a. Office, warehouses, tool shed and small fitting shop.
 - b. Production of tools. The shop was equipped with milling machines, lathes, vertical boring and turning mills, planers and shaping machines.
 - c. Construction and repair of machine tools.
 - d. Hardening shop equipped with six oil-fired annealing furnaces, oil and salt baths, and an installation for chromeplating, nickelplating, polishing and grinding of rods and harden.

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Annex 2/3

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11. Non-ferrous metal foundry. Stone building about 50 meters square. The foundry was chiefly used for the casting of bushings and for the production of fittings for locomotive and railroad car construction. It was equipped with 2 crucible furnaces, 2 electric furnaces, molding machines and cranes.
12. Grey cast iron foundry. Stone building with steel frame, about 30 x 150 meters. It was equipped with 4 cupola furnaces, 1 electric melting furnace with a capacity of 7 tons, and automatic and hand-operated molding machines.
13. Rolling mill. Stone building with steel frame, about 30 x 150 meters. Round, flat and polygonal iron girders and rails were produced. The plant was equipped with 3 rolling mill trains for girders, sheet metal and wire, 4 annealing furnaces, saws, shears, machine tools and cranes.
14. Steam hammer forge. Reinforced concrete structure about 60 x 150 meters. Connecting rods, buffers, bolts, nuts etc. were produced for the plant. It was equipped with about 40 annealing furnaces, one large forging press, steam and drop hammers, and 5 traveling cranes. There were offices and storage rooms in the northern annex.
15. Steel foundry. Stone building with steel frame, about 10 x 120 meters, and 20 x 60 meters. Its production included locomotive and railroad car wheels and cylinder blocks. Wheels for tanks were cast in this shop until 1947. In the southern section was the molding shop and the core making shop. The foundry was equipped with 4 oil fired open-hearth furnaces with a hearth surface of about 12 x 6 meters and a capacity of from 10 to 12 tons. Two of the open-hearth furnaces were constantly in operation. There were also a pig iron foundry (Lasselgiesseerei) for rolled material; 3 cranes, each having a carrying capacity of 120 tons; pneumatic hammers for the cleaning of castings, molding machines; and 2 box frames for molding sand.
15. a. Administration building of the steel foundry.
15. b. Storage shed of the steel foundry.
16. Compressor station of the steel foundry.
17. Warehouse; stored materials included non-ferrous and light metals, packing material, fittings and chemicals.
18. Administration building and laboratories at the northern plant entrance. Stone building, about 20 x 120 meters. It was completed in the summer of 1949. In the western part of the building were offices and living quarters of plant engineers, in the eastern part was a test station with X-ray installation, tensile testing machines, Brinell testing machines and a metallurgical laboratory.
19. Warehouse. Stone building, about 20 x 30 meters; machinery, motors and technical equipment were stored here.
20. Destroyed workshop.
21. Machine shop, about 25 x 60 meters. Screws, bolts, rivets and other small iron parts were produced. The equipment consisted of machine tools, automatic machines for manufacturing screws and bolts, and grinding machines.
22. Transformer installations.
23. Hot-pressing shop which produced mainly leaf and spiral springs. Stone building, about 30 x 60 meters. Its equipment consisted of about 20 various presses, 12 annealing furnaces, and some machine tools.
24. Cold-pressing shop. Stone building, about 30 x 60 meters. It was equipped with presses, hand tools, and machine tools.

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Annex 2/4

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chains, tire bending machines, and electric butt-welding machines.

25. Old assembly shop. Stone building with steel frame, 200 x 250 meters.

- a. Assembly of chassis and bodies of refrigerator cars. This department was equipped with an installation for galvanizing plates used in lining the refrigerator cars.
- b. Wheel shop and lathe shop. Its equipment consisted of machine tools for processing wheels and axles, a device for mounting the wheels on the axles, semi-automatic machines for manufacturing screws and nuts, sheet metal working and electric-welding equipment, and several cranes.
- c. Workshop equipped with about 10 turning- and-boring mills, milling machines, boring machines, planers and a crane.
- d. Workshop for the construction of tenders and engineer's cabs of locomotives. This shop also allegedly was used for the construction of special foundry transport cars.
- e. Workshop for processing cogwheels and for the production of iron bedsteads. Its equipment consisted of lathes, punches, and slotting machines.

26. Locomotive and railroad car painting shop. Stone building with steel frame, about 80 x 140 meters. It was completed in the summer of 1949.

27. Workshop for plant reconstruction. Stone building with steel frame, about 25 x 60 meters.

28. Carpentry shop, about 20 x 60 meters. It was equipped with wood-working machines.

29. New locomotive assembly shop. It consisted of 11 longitudinal sections, each 15 to 20 meters wide. The total area of the shop was about 200 x 210 meters. The shop has been under construction since late in 1948, and was not completed nor equipped as of the summer of 1949.

- a. Locomotive assembly. There were 37 travelling cranes with a capacity of 150 tons, and several light traveling cranes.

- b. Offices.

- c. Machine shops for the production of cylinders.

- d. Construction of frames.

- f. Lathe shop for wheel sets. Locomotive wheels and axles were produced here.

- g. Department not equipped as of the summer of 1949.

30. Workshop for the construction of tenders. A steel and stone building, about 60 x 150 meters. A building, dismantled in Germany, was still being reconstructed in the summer of 1949.

31. Boiler forge. Steel and stone building, about 75 x 120 meters. It was completed in the summer of 1949. Its equipment comprised 6 annealing furnaces, forge fires, sheet metal rolls, electric riveting machines, electric and autogenous welding equipment and 2 cranes.

32. Railroad car painting shop. Steel and stone building. It was rebuilt by PWS in 1949.

33. New workshop building, allegedly part of the steel foundry, about 30 x 150 meters. It still is under construction. There were four

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Annex 2/5

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installations for open-hearth furnaces.

34. New building, allegedly for the cooking plant and the gas-works, about 40 x 120 meters. Construction started early in 1949.
35. Coal dump.
36. Pump station for the water supply of the plant.
37. Crushing installation and scrap dump.
38. Three oil tanks.
39. Pattern-making shop.
40. New structure, allegedly for the foundry.
41. Locomotive shed with turntable and repair shop, for plant requirements.
42. Sawmill, for plant requirements.
43. Fitting shop for construction equipment.
44. Brickyard.
45. Storage shed.
46. Slag stone factory.
47. Boiler house.
48. Automobile repair shop and garage. Also used to repair tanks during the war and until 1947.
49. Engine house.
50. Boiler house, supplying the boiler force, the new assembly shop and the tender construction shop.
51. PW camp.
52. Convict camp.
53. Barracks for the militia.
54. Apprentice workshop.
55. Direction to the Meshitsa railroad station.
56. Direction to Kryansk.

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